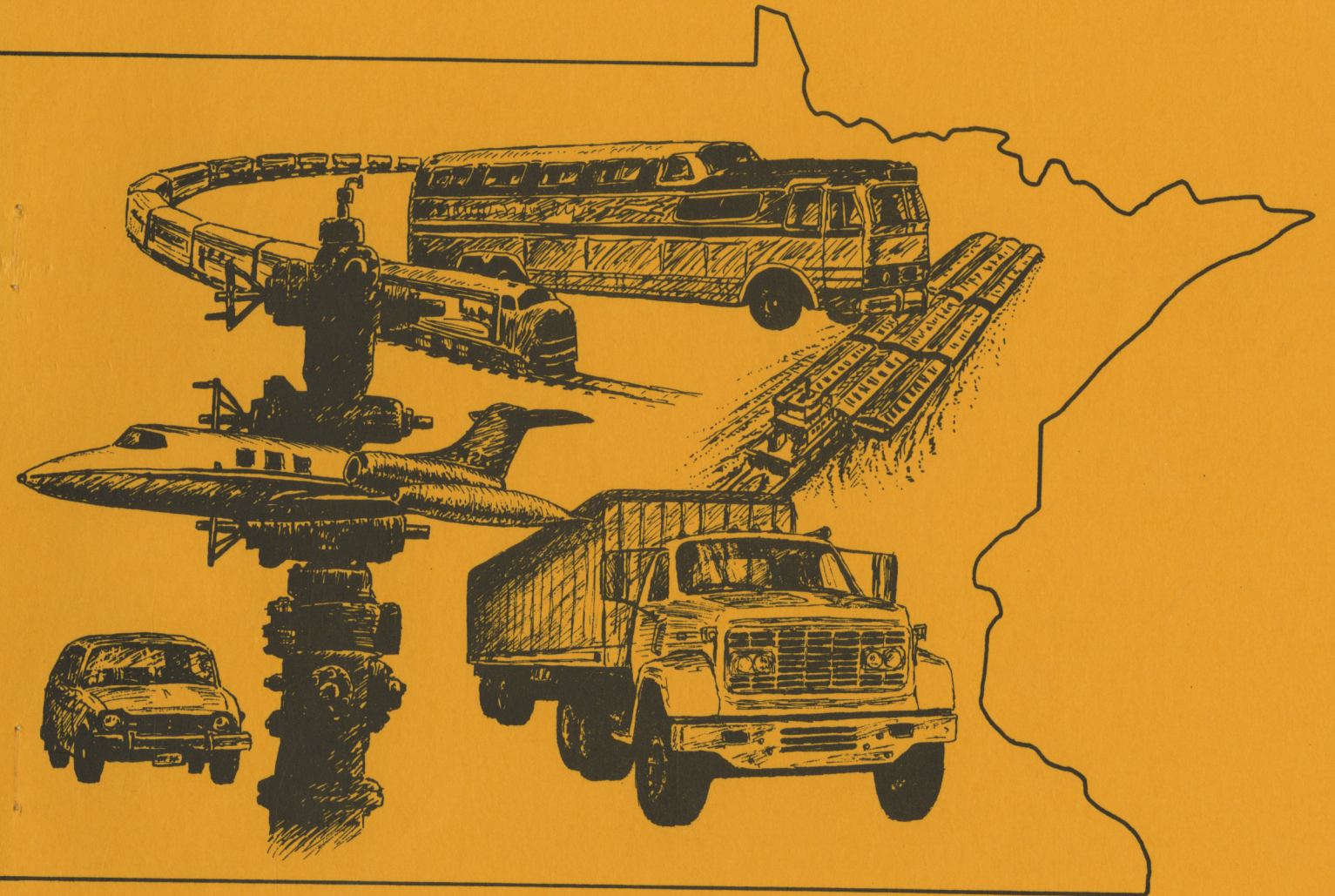


# Transportation Analysis

TH 56 from TH 52-55 to I-494  
TA-M 311



PREPARED BY  
THE MINNESOTA DEPARTMENT OF TRANSPORTATION  
PLANNING DIVISION  
PEOPLE AND GOODS MOVEMENT SECTION





DEPARTMENT OF TRANSPORTATION  
Room 820

*Office Memorandum*

TO: Jerry Skelton  
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DATE: March 8, 1984

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SUBJECT: TH 56 from TH 52-55 to I-494  
TA-M 311

Estimated ADT and peak hour volumes for TH 56 from the junction with TH 52-55 to I-494 are enclosed. Volumes shown are based on the Metropolitan Council's year 2000 vehicle trip table assigned to network 3-E and on current count data. The volumes on the schematic turning diagrams are for the year 2000. To obtain an estimate for 2010, multiply these figures by 1.10. For 1990, multiply by 0.85.

The planned extension of TH 3 to a junction with TH 52-55 should divert any long distance through traffic that might be using TH 56 today and leave it to function as a major arterial street for Inver Grove Heights and South St. Paul. The socio-economic forecast indicates that substantial development in the TH 56 service area will take place between the 1970 base year and 2000. The four traffic analysis zones that lie approximately between the Mississippi River on the east and Cahill Avenue on the west are expected to grow as follows: population, from 13,600 to 20,100; employment, from 1650 to 5600; and total trip ends from 30,300 to 72,700.

The year 2000 forecast assumes full development of all available land north of the vicinity of 80th Street and about 90% development of the land to the south. Thus, the potential for increasing traffic volumes beyond the year 2000 appears to be limited.

The volumes shown on the enclosed traffic schematics assume that no limitations will be placed on access to TH 56 beyond those currently in place. Turning movements are shown only where some count data was available for roads intersecting TH 56. It has been assumed that the river crossing once provided on the railroad bridge between TH 56 and St. Paul Park will be permanently closed, even though this crossing is shown on the 3-E network.

Enclosures



